

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

SUBJECT Rolling Stock

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Conversion of Locomotives to Oil-burning

- a. Locomotives being converted to oil-burning are of type 324 and 326, the former being on an average 25 years old, and the latter about 40 years old.
- b. Types 324 and 326 run 250 km. on five tons of crude oil and five tons of coal, on level ground and normal load. A tank holding 5 cu. m., easily dismountable, is fitted in the tenders, leaving room for five tons of coal. The tanks are filled by pumps from wayside tanks.
- c. Firing is carried out as follows: A layer of burning, low-quality coal, 30 cm. deep, is first prepared in the firebox.<sup>1</sup> There is no "secondary air" in this layer. A hole is bored beneath the door of the firebox, through which a nozzle is introduced, and the crude oil is blown through it in dust form (staubform), into the lowest third of the firebox.
- d. The following depots are equipped to deal with oil-burning locomotives: Ferencváros, Székesfehérvár, Komárom, Celldömölk, Sopron, Szombathely, Hegyeshalom, Tapolca, Dombóvár, Nagykanizsa. These depots were re-organized in two stages: first they were provided with tanks sufficient to hold crude-oil requirements for one week, and then subsequently with tanks holding a month's requirements. These tanks are old iron water tanks, and there are no concrete ones. The total cost of reorganizing the depots was 12 million forints.
- e. Experiments are also being carried out in connection with the conversion to oil-burning of the 411-type locomotives, of which the MÁV has 500. This type will be more difficult to convert, as the firebox is too small. The locomotives are reconditioned with fire-proof clay, and firing will be with crude oil only. If about 100 locomotives of the 411-type are converted, difficulties due to coal shortage will be considerably reduced.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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## 2. Locomotives Under Construction

a. The following locomotives are under construction in the Mavag factory:

- (1) 5 x 424 Series: all due for completion during the next few weeks. The State Railroads (Máv) received ten of this type during the last ten years, and a further twenty are to be ordered this year, but the necessary money has yet to be allocated.
- (2) 15 x 375 Series: The first two should be ready by the end of May 1955 and the remainder by the end of the year.
- (3) 20 x 600 h.p. diesel-electric shunting locomotives: Date of delivery uncertain, owing to faults which have become apparent in three earlier deliveries.
- (4) 3 x 2,000 hp diesel-electric express locomotives. Date of delivery uncertain.

b. During the last few years, five "Boco" electric locomotives have been delivered; the sixth was due for delivery in February 1955 and the seventh is under construction. Those already in use have given rise to many complaints, and in the middle of February, four of the five were back in the factory for repairs and modifications. It is therefore intended to cease manufacturing this type, and to develop a new type, which will be a compromise between "Bobo" and "Boco". This is to have a Ward-Leonard switch gear (Schaltung), and three units are to go into service by the middle of 1956.

## 3. Tank Cars:

- a. The Győr Railroad Car Factory is due to deliver to Máv by the end of 1955, four hundred 4-axled 63 cu. m. tank cars.
- b. The Máv received an offer from the Raxwerke in Austria of 150 2-axled 24 cu. m. tank cars, at a price of 4,450 dollars each. The offer could not be accepted for lack of currency.
- c. The present total of tank cars being leased by Máv from other countries is over 600.

## 4. Flat Cars

The 500 low-sided cars for Hungary, already reported, are being manufactured by the Railroad Car Works at Niesky, East Germany. However, it now appears that shortage of cash and foreign currency may cause the Hungarians to cancel the order.

1.  Comment: No coke may be used, hence the low-quality coal.

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